No. 649,291.

Patented May 8, 1900.

J. J. FETZER.

BODY HANGER FOR VEHICLES.

(Application filed July 20, 1899.)

(No Model.)

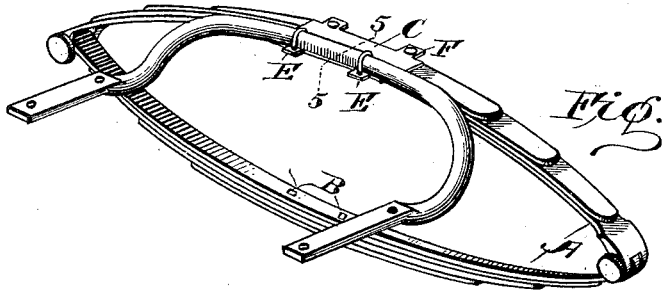

Fig. 1.

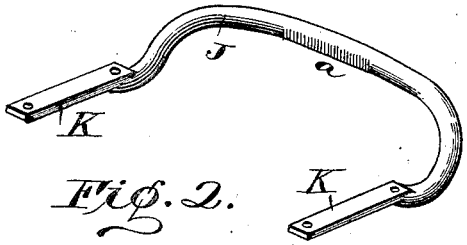

Fig. 2.

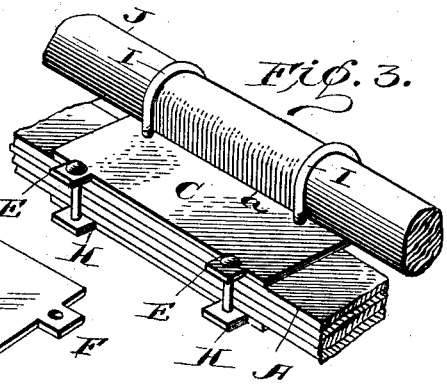

Fig. 3.

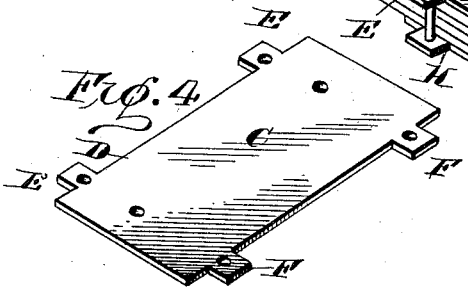

Fig. 4.

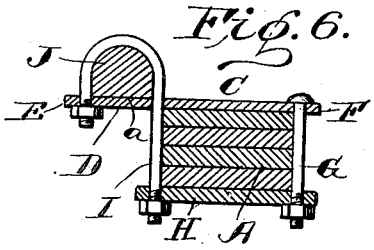

Fig. 6.

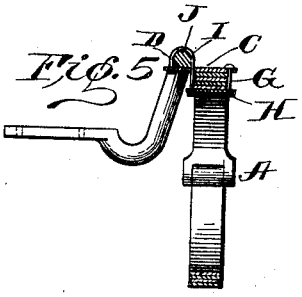

Fig. 5.

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UNITED STATES PATENT OFFICE.

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BODY-HANGER FOR VEHICLES.

SPECIFICATION forming part of Letters Patent No. 649,291, dated May 8, 1900.

Application filed July 20, 1899. Serial No. 724,527. (No model.)

To all whom it may concern:

Be it known that I, JAMES J. FETZER, a citizen of the United States, residing at Columbiana, in the county of Columbiana and State of Ohio, have invented certain new and useful Improvements in Body-Hangers for Vehicles; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My present invention relates to the art of carriage or wagon construction, and has particular reference to means for supporting the bodies of such vehicles upon the running-gear through agency of suitable body loops or hangers.

As distinguished from the usual custom of mounting a carriage-body upon individual forged straps or loops rigidly affixed to a spring-bar surmounting the vehicle-springs, I employ a double one-piece body-loop and an attaching-plate securely clipped to each spring by through-bolts, one set whereof encompass the central portion of each body-loop for the purpose of binding together the several leaves of each upper spring member, the attaching-plate, and the double body-loop aforesaid.

The primary object of the invention therefore resides in a simplified arrangement of the body-loop and its correlative attachments, in the facility with which the parts may be assembled or replaced in case of accident, in the consequent reduction in cost of construction, and the general efficiency incident to such arrangement and combination of parts, which arrangement will be hereinafter described, and particularly pointed out in the claims.

In the accompanying drawings, which form part of this specification, Figure 1 represents in perspective my improved hanger secured in its relative position upon an ordinary elliptic spring. Fig. 2 is also a perspective view representing the hanger detached. Fig. 3 is a view in perspective from a point of observation the reverse of Fig. 1. Fig. 4 is a perspective view of the attaching-plate employed. Fig. 5 is a central vertical section taken on the line 5 5, Fig. 1. Fig. 6 is an edge view of plate illustrated by Fig. 4, a transverse section of the spring to which it is affixed, and a similar section of the double body-hanger at its point of engagement.

Reference being had to the drawings and letters thereon, A indicates an elliptic spring of ordinary construction, adapted to be secured in the usual manner at B to the running-gear of a vehicle. (Not shown.)

C represents an attaching-plate provided with an overhang D and, further, with rearwardly-projecting perforated lugs E E, for purposes which will later appear. The opposite edge of plate C is also provided with perforated lugs F F, through which pass bolts G G, engaging at their lower ends suitable clip-ties H H, constituting part of the retaining-clips, as best shown by Fig. 6. Rising from the opposite ends of said clip-ties H H are corresponding bolts I I, serving to complete the clips aforesaid and at the same time performing the important function of securing hanger J at its middle portion to the overhang D of plate C, upon which it rests. Hanger J is by preference flattened in its center, as at *a*, in order to better facilitate its support upon and rigid connection with plate C when bolts G G and I I are properly set up. The projecting ends of said hangers are by preference depressed or dropped, as shown by Fig. 5, and are finished by horizontal shoes K K, upon which rest and to which are securely bolted the vehicle-body. (Not shown.) It will thus be noted that the most ordinary merchant iron, either round or square, may be employed in forming hanger J, which is entirely separate and distinct from its supporting-plate C, and owing to overhang D of the latter said hanger J may, if desired, be compactly dropped from its point of support in the same, or approximately the same, plane as that occupied by said supporting overhang.

This being the preferred embodiment of my invention, the several elements assembled, as hereinbefore described, are employed to support a vehicle-body, and in the performance of their respective functions care has been taken to distribute all strains to the best possible advantage and to produce a construction which will not impose undue strains upon the vehicle-springs, especially at their joints,

as also one which will not get out of order or rattle when in use.

Having thus described my invention, what I claim, and desire to secure by Letters Patent, is—

1. In a vehicle the combination with a body-hanger, of an attaching-plate, a supporting-spring, and clip-bolts for securing said parts together in fixed relation one set thereof encompassing the hanger aforesaid, substantially as described.

2. In a vehicle the combination with a body-hanger, of an attaching-plate having an overhang on one side, a supporting-spring, and clip-bolts for securing said parts together one set thereof encompassing the hanger and binding it upon the overhang, aforesaid, substantially as described.

3. In a vehicle the combination with a double body-hanger, of an attaching-plate having an overhang on one side, a supporting-spring, and clip-bolts for securing said parts together one set thereof encompassing said hanger and centrally binding it upon the overhang aforesaid, substantially as described.

4. In a vehicle the combination with a supporting-spring, of an attaching-plate surmounting said spring, and clip-bolts for securely joining the spring members to the plate aforesaid, and a double body-hanger detachably secured at its center to said attaching-plate by one set of said bolts which encompass the hanger at this point, substantially as described.

5. In a vehicle the combination with a double body-hanger having a squared central under surface, of an attaching-plate having an overhang on one side, a supporting-spring, and clip-bolts for securing said parts together one set thereof encompassing the hanger and binding it upon the overhang aforesaid, substantially as described.

6. In a vehicle the combination with a double body-hanger, of an attaching-plate having an overhang on one side and projecting lugs on both sides thereof, a supporting-spring, clip-ties beneath said spring, and oppositely-arranged clip-bolts connecting said ties and plate one set thereof encompassing the hanger and binding it upon the overhang aforesaid, substantially as described.

In testimony whereof I subscribe my signature in presence of two witnesses.

JAMES J. FETZER.

Witnesses:
HUGH M. STERLING,
WM. E. DYRE.